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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

CD NO.

T20
956

COUNTRY Germany (Russian Zone)

CONFIDENTIAL

DATE DISTR. 14 December 1950

SUBJECT Construction Project in the
Cottbus Railroad District

NO. OF PAGES 2

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program of the Cottbus regional railroad

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Identification of Project

Period of
ExecutionEstimated
CostExpenditure
in 1951

(in 1,000 eastmarks)

Reconstruction of the Guben-
Forst railroad line (1)

1950/1951

2,410

1,910

Reinforcement of the Uckro-
Luobben-Boeskow line to take
heavier loads (2)

1951/1952

3,900

1,600

Expansion of Cottbus railroad
station (3)

1951/1952

480

280

Construction of a new loading
ramp at Cottbus railroad
station (3)

1951

60

60

Construction of a crossing loop
near Skyro on the Ruhland-
Senftenberg line. (4)

1951

268

268

Construction of a crossing
loop near Plessa-forst on the
Ulsterwerda-Ruhland line (5)

1951

164

164

Construction of a crossing
loop near Schoellnitz (6)

1951

125

125

Construction of a bridge across
the Spreo River near Cottbus (7)

1951

205

205

Construction of a bridge across
the Elster River near Herzberg
(8)

1951/1952

195

150

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-2-

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Comments.

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- (1) The reconstruction of the dismantled Taubendorf-Forst section of the single-track line was previously reported.
- (2) This single-track line has been a branch line to date. By a reinforcement of the roadbed and the replacement of the rails with heavy type material this line is to be made suitable for heavy-load trains. It would then have a certain importance as a cross connection between three trunk lines. At present, this is not a through line because of the destroyed bridge across the Spree River near Brioscht. It is believed that this bridge will be rebuilt in connection with the planned reinforcement of the line.
- (3) Cottbus is an important railroad junction for the Lusatian brown coal and industrial district, and the Guben, Forst, and Horka/Wehrkirch border crossing points.
- (4) This single-track trunk line, the second track of which was dismantled, is of considerable importance. Its carrying capacity is to be increased by the construction of a crossing loop.
- (5) This single-track line which previously was double-track is of importance for both German and Soviet railroad operations as a part of a major East-West route.
- (6) The location of Schoellnitz could not be determined.
- (7) It is not clear which of the three bridges across the Spree River near Cottbus is meant. One bridge each is located on the Cottbus-Guben, Cottbus-Forst and Cottbus-Spremberg-Horka/Wehrkirch railroad lines.
- (8) This bridge is on the Falkenberg-Uckro line, a single-track branch line. It is a temporary structure which is probably to be replaced by a permanent bridge.

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